

COL. VAN HORN DIES IN FIFTY-SECOND YEAR

Founded Kansas City Journal in 1855, When Town Had Only 478 Inhabitants.

Printed First Story of Discovery of Gold in California—Served in Union Army.

Noted Brazilian Aviator Shows How the Americas May Be Protected Against Invader.

Should All Be Friends.

In part he said:

"All European countries are old enemies. Here in the new world we should all be friends. We should be able, in case of trouble, to intimidate any European power contemplating war against any one of us, not by guns—of which we have so few—but by the strength of our union. In case of war with any European power, neither the United States nor the great South American countries could, under present conditions, adequately protect their extensive coasts. It would be impossible to patrol the shore of Brazil and Argentina with a few gunboats. Only a fleet of great aeroplanes flying 200 kilometers an hour could patrol these long coasts.

"Scouting aeroplanes could detect the approach of hostile fleets and warn their own battleships for action. One of the most powerful means of protection would be in such squadrons of aeroplanes, owned by the governments of the United States and the great South American countries. In case of war these aeroplanes would enable the United States and the great South American countries to operate as allies in protecting their coast lines.

"Close association is necessary for the development of mutual understanding and friendship, between nations as well as human beings. Having already attained a speed five to ten times that of the fastest steamboat, the aeroplane, as soon as motors are improved, will undoubtedly bring the two continents closer, and thus effect an indissoluble alliance. With a record now of over 200 kilometers an hour, I believe that within a few years the aeroplane will make three to four hundred kilometers an hour. This would bring the most distant places in South America within one or two days' journey from New York.

"Up to the present, time and distance have separated the Americas. In the ancient days, when there were no means of communication between the small states and tribes of Europe, empires and racial hatreds were born, and fostered by wars which have survived the centuries and which, developing through the generations, have found their most terrible climax in the present war. Let us hope that, by means of the aeroplane, the barriers of distance and lack of communication between the United States and South America, which so often develop into misunderstandings, may be utterly overcome, with the result that for all future time the nations of the new world may abide in cordial and co-operating concord. Lack of communication in the old world is the basic cause of a disunited and fighting Europe. Let us hope aerial navigation will effect a permanently united and friendly America."

Continuing, the speaker said: "For the great and strength of the countries of this hemisphere, a closer association, a closer interchange of ideas, and better facilities for communication and trading relations are vitally necessary. Who knows when Europe's power may menace an American state? Who can tell if, in the aftermath of the present European war, some power may reach out to grasp territory in South America? Is war between the United States and a European power to be regarded as absolutely improbable? The United States and her southern neighbors would mean a greater and more formidable strength."

"I have spoken of the difficulties that have retarded a development of commerce, better facilities in transportation and communication, and the fostering of friendly relations. I believe these difficulties are about to be overcome. I feel certain that the present European war will break down the obstacles in time and distance which have so long retarded the progress of the world. The isolated cities of South America will be brought into touch with the world of the day. Separated countries will meet despite the barriers of mountains, rivers and forests. The United States and the countries of South America will be brought together as closely as are England and France. The distance from New York to Buenos Aires, which is now over twenty days by steamship, will be abbreviated to a trip of a few days. With time and distance annihilated, the commercial relations, so long deferred, will spontaneously develop. We shall have facilities for prompt communication. We shall get into closer contact. We shall become stronger in the bonds of understanding and friendship."

Aeroplane Principal Factor.

"All this, gentlemen, will, I believe, be effected by the aeroplane. I do not think many years will pass before there will be established aeroplane services between the great cities of the United States and the capitals of the South American countries. With a government-owned aeroplane service, communication between the two continents will be cut from twenty days to two or three days. The transportation of passengers between New York and the remote points of South America is not impossible. I believe the modern improved aeroplane will solve the problems with which we have struggled for years. I believe the aeroplane will knit the various states of the continent into an integrally united, co-operating and friendly combination, allied for their own well being in trade and commerce, as well as for strength in times of possible war."

Salt Lake City stands third in the United States in amount per capita expended on its public schools.

CONSCRIPTION BILL STIRS THE CABINET

One British Minister Has Resigned; Two Others May Follow.

APPLICATION TO IRELAND NOT OFFICIALLY KNOWN

Press Association Announces That Irish Are Not to Be Exempt From Provisions.

LONDON, January 3.—The statement that the new compulsory recruiting bill will also be applied to Ireland so far as the authority of the press association, which, however, is often the medium of official intimations.

Moreover, according to the 'Times' parliamentary correspondent, the political situation is still tangled and there is a possibility of other resignations besides that of Sir John A. Simon, secretary of state for home affairs, whose position can hardly be reconciled with the remaining ministers.

Had a Brilliant Career.

Sir John A. Simon, whose resignation is announced, was a man of rapid and brilliant career after a remarkable success at the bar. He entered parliament in 1896 and joined the ministry first as solicitor general, afterwards as attorney general. He is so strong a pacifist that he was almost decided to resign when Viscount Morley and John Simon, who had been his ally, were appointed to the cabinet.

Other Resignations Possible.

A revised draft of the compulsory recruiting bill was circulated to the members of the government during the week end, and will be discussed at Tuesday's cabinet council. According to the 'Times', Premier Asquith has still to satisfy Reginald McKenna, chancellor of the exchequer, and Walter Runciman, president of the board of trade, regarding the total strength of the army and "the danger of the situation lies in a dangerous but plausible compromise for the sake of retaining these two ministers."

Parents Looking for Lloyd James.

Mr. and Mrs. N. A. James, Hyattsville, Md., are anxious to hear from their son, Lloyd James, who disappeared from home December 20. The boy had been in the employ of the navy, his parents say, and if he has enlisted and is satisfied they are content to permit him to remain. When Lloyd left home he wore dark clothes, blue hat and red sweater.

JOFFRE TELLS DE CASTELNAU.

Goes 250 Miles to Talk Five Minutes With Promoted Soldier.

PARIS, December 24.—Gen. Joffre, in person, informed Gen. Courtes de Castelnau of his nomination as commander of all the French armies operating in France and Belgium. He made a trip of 250 miles by motor car to do it. The interview lasted just five minutes.

On Friday, December 11, general headquarters was called up by telephone from Paris. Thirty seconds later Joffre was in his car on the way to the headquarters of the group of armies in the old world is the basic cause of a disunited and fighting Europe. Let us hope aerial navigation will effect a permanently united and friendly America."

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GERMAN STATEMENT.

BERLIN, January 3, by wireless to Sayville, N. Y.: Western front: Strong British forces attempted, without success, during the night of January 1, to enter German positions near Freilingsheim, northeast of Arras.

German troops successfully exploded a mine northeast of Hulluch and occupied the crater.

A French trench south of Hartmannsweilerkopf was captured by German troops, 200 prisoners being taken.

Eastern front: Feeble Russian attacks at several places were repulsed. A Russian detachment gained a temporary success by entering a German position north of Lake Driviaty.

Balkan front: The situation is unchanged.

MONTENEGRIN STATEMENT.

CETINJE, January 1, via Paris, January 2: On the northern front December 30 there were engagements with artillery.

On the eastern front, in the vicinity of Rozai, we attacked the enemy, who was compelled to retire. We occupied Vloka. Toward Rogovo we repulsed the enemy, inflicting heavy losses and capturing horses and munitions.

The Austrians occupied Bogicevitch, near Plava, where we had only a small detachment.

On the western front there was a lively artillery duel. In the region of the Gulf of Cattaro there was fighting among outposts, in which the enemy sustained serious losses.

During a bombardment of Durazzo yesterday, a steamer, carrying more than 500 tons of provisions for Montenegro, was burned and her cargo destroyed.

The steamer Michel referred to probably is a French vessel of 1,772 gross tons, built at Sunderland in 1881.

TURKISH STATEMENT.

CONSTANTINOPLE, January 2, via Amsterdam and London, January 3, 8:45 a.m.: Dardanelles front: Near Seddul-Bahr artillery and bomb fighting is proceeding actively. A cruiser and a monitor which participated in the engagement were obliged to retreat.

An enemy monitor unsuccessfully shelled our batteries for an hour.

A Turkish hydroplane dropped bombs on the enemy's camp near Seddul-Bahr. Our batteries on the Dardanelles successfully shelled the enemy's works at Seddul-Bahr, destroying a number of storehouses.

Persian front: In an attack on the Russians north of Hamadan two Russian guns were captured. In another engagement 180 Russians were wounded.

RUSSIAN STATEMENT.

PETROGRAD, January 2, via London, January 3: Western (Russian) front: In the Riga region, on the Baldon road, a lively fusillade and cannonade occurred, in which a German armored motor car participated. In the district south of Jacobstadt and near the Podunay farm there was lively artillery and rifle firing.

In the region of the Poniwesch railway the Germans threw into our trenches when we retired, a large quantity of hand grenades and smoke bombs.

North of Czartorysk the enemy twice attacked our fortifications, but met with heavy losses and was thrown back on his own trenches. We captured an officer and seventy men.

On the Strich front the enemy, under our pressure, was obliged to fall back on new fortified positions. A cavalry battle, in which a heavy occurred near Czerhowitz, where we occupied several heights and captured 15 officers, 855 men, 3 machine guns and 1 bomb mortar.

Caucasian front: Our cavalry suddenly attacked a Kurdish detachment of some hundreds of men occupying the

TO BEGIN HIS FIGHT ON THE PORK BARREL

Representative Frear Has Bill for Creation of Waterways Commission.

WILL URGE THE MEASURE WHEN CONGRESS REOPENS

Abolishes System of Recommendations for River and Harbor Improvement by Engineers.

Purpose of Frear Bill.

The Frear bill would do away with the present system of recommendations for improvements of streams and harbors by army engineers. This method, explains the author of the bill, is the bone of contention between the advocates of the present plan. Representative Frear has claimed on the floor of the House many times that the projects which have been recommended by the engineers cost the government hundreds of millions of dollars, and at the same time are vastly out of proportion to the small commerce on the rivers and harbors in question.

Measure Is Explained.

In explaining the bill which he has prepared Representative Frear said today: "The bill provides for a commission of five members, not more than three to be of the same political party, with terms of office extending seven years. It is authorized to employ civil engineers and other help and upon request the Secretary of War is permitted to detail army engineers to aid the commission whenever such detail does not interfere with regular military duties."

"Section 4 covers a number of specific duties to be performed, including the complete intelligible report at the earliest practicable moment on all waterway projects now maintained in whole or in part by the government, with recommendations concerning the abandonment or further continuance of every project now maintained at public expense."

"The commission is further directed to investigate into the causes for abandoned river transportation, and the construction of new waterways, or is authorized in order to determine the type of boat, if any, most suitable for reviving river traffic."

To Secure Expert Opinions.

"In addition to its other duties, the commission is directed to make a separate and thorough report on the Mississippi river and to secure expert opinions on the Mississippi river commission's work in order to ascertain

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